



National Transportation Safety Board Aviation Accident Data Summary

Location:	DIXON, WY	Accident Number:	SEA92LA044
Date & Time:	02/08/1992, 1530 MST	Registration:	N70600
Aircraft:	LOCKHEED P2V-7	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Ferry		

Analysis

THE FLT HAD DEPARTED TUCSON, AZ, ON A SPECIAL VFR FERRY FLIGHT TO GREYBULL, WY. THE AIRPLANE WAS NOT INSTRUMENTED FOR IFR FLIGHT. WHEN THE FLT REPORTED OVER WINSLOW, IT WAS ADVISED THAT VFR FLT WAS NOT RECOMMENDED NORTHBOUND FROM ITS PRESENT POSITION. SURFACE WX CONDITIONS IN SOUTHCENTRAL WYOMING/NORTHWESTERN COLORADO AT THE TIME OF THE ACCIDENT WERE CONSISTENT WITH LOW CEILINGS, CLOUDS AND SNOW AS REPORTED BY WITNESSES AND SURFACE WX OBSERVATIONS. THE WITNESSES, LOCATED NEAR THE DIXON ARPT, REPORTED HEARING A LOW FLYING AIRCRAFT TRAVELLING W TO E, AND ANOTHER WITNESS NE OF THE ARPT HEARD AN AIRCRAFT 'REVIVING' ITS ENGINES. RADAR DATA SHOWS THE AIRCRAFT TRACKING NORTHBOUND SLIGHTLY EAST OF THE DIXON ARPT, AND EXECUTING A CLOCKWISE 360 DEG TURN NE OF THE ARPT AND IN THE VICINITY OF ONE OF THE WITNESSES. THE LAST RADAR TARGET RECEIVED PLACED THE AIRCRAFT APRX 1 MI NNE OF THE ACCIDENT SITE. THE AIRCRAFT IMPACTED SNOW COVERED TERRAIN IN A STEEP NOSE-DOWN ATTITUDE.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S CONTINUED VFR FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS WHICH RESULTED IN A LOSS OF CONTROL DUE TO THE LACK OF AIRCRAFT ATTITUDE INDICATORS AND RESULTANT PILOT SPATIAL DISORIENTATION. A FACTOR WHICH CONTRIBUTED TO THE ACCIDENT WAS THE WEATHER CONDITION(S).

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) WEATHER CONDITION - CLOUDS
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - SNOW
4. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

5. (C) FLIGHT/NAV INSTRUMENTS, ATTITUDE INDICATOR - NOT INSTALLED
6. (C) AIRCRAFT CONTROL - UNCONTROLLED - PILOT IN COMMAND
7. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: MANEUVERING

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial; Flight Engineer	Age:	39
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	6000 hours (Total, all aircraft), 180 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	LOCKHEED	Registration:	N70600
Model/Series:	P2V-7 P2V-7	Engines:	2 Reciprocating
Operator:	HAWKINS & POWERS AVIATION, INC	Engine Manufacturer:	WRIGHT
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	R-3350-32WA
Flight Conducted Under:	Part 91: General Aviation - Ferry		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Day
Observation Facility, Elevation:	RWL, 6813 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 600 ft agl	Wind Speed/Gusts, Direction:	20 knots / , 240°
Temperature:	1°C	Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	TUCSON, AZ (DMA)	Destination:	GREYBULL, WY (GEY)

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): STEVEN A MCCREARY

Adopted Date: 09/17/1993

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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